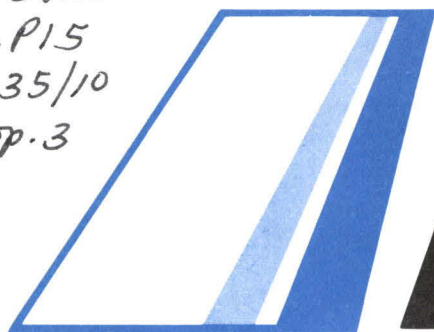


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# Palmetto AVIATION

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STATE DOCUMENTS

VOLUME 35 NUMBER 10

South Carolina Aeronautics Commission

OCTOBER, 1983

## Varied topics discussed at S.C. Airports Conference

Attendees at the Sixth Annual South Carolina Airports Conference heard a variety of topics during the three-day meeting, including discussion on ultralights and asphalt pavement recycling.

Some 70 persons, including consultants, FBO's and airport sponsors, registered for the conference which was held Sept. 7-9 at the Myrtle Beach Hilton in North Myrtle Beach.

John Baker, the outspoken president of the Aircraft Owners and Pilots Association, was the conference luncheon speaker. Baker, always the consumer watchdog, told the attendees that aircraft manufacturers had nearly priced the little guy out of flying.

He cited figures showing that the number of licensed pilots had dropped from 860,000 before World War II to about 500,00 now. And he said the average age for beginning pilots has also increased.

"What that's telling us is you're not going to be able to afford to learn to fly unless you've got some disposable income," he said.

Baker said unless the aviation manufacturers build more affordable airplanes, the industry could be in trouble. He said the industry is spending a lot of time and effort on corporate equipment while forgetting the origin of its success.

"The only reason they can build the large aircraft is because they've sold a helluva lot of small planes," he said.

The conference began Thursday



**AOPA President John Baker gives keynote address at Sixth Annual S.C. Airports Conference**

morning at 9 a.m. with remarks by Jonathan Howe, director of the FAA Southern Region. Howe spoke about the agency's plans to modernize the Flight Service Stations around the country. (See story p. 3)

Since implementation has begun, the FAA has come under increasing criticism from state officials and pilot groups like the AOPA who feel the level of service will be lessened.

Howe said the automated FSS concept has been around "in one form or another" for the last 12 to 13 years. He said the FAA took for granted that the user communities were aware of what was going on and had been briefed.

But he admitted, "I think we could have done a better job on the public relations aspect."

Under FAA's plan, 250 FSS nationwide would be closed and their operations consolidated into 61 automated FSS facilities.

In response to lobbying pressure, Congress has passed a bill prohibiting

*Continued, p. 7*

## Delegation should push bond request

Airport sponsors who are looking for state funds to make airport improvements should proceed on the assumption that there will be a bond bill this year.

That's the word from South Carolina Aeronautics Commission Director John Hamilton.

Hamilton, speaking at the Sixth Annual S.C. Airports Conference, noted that there was no bond bill last year because of the economic situation.

He said the word from Sen. James Waddell, D-Beaufort, a member of the Bond Committee, is to proceed with requests. Hamilton said sponsors should send their requests to the Bond Committee and to the Budget and Control Board and, he said, "be sure it is pushed by your local delega-

*Continued, p. 7*





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Ultralight registration helps fight aircraft theft



Ultralight owners and their insurance companies have gained a new weapon against ultralight thefts through inclusion of AOPA Air Safety Foundation registered vehicles in the International Aviation Theft Bureau.

According to IATB Director Robert Collins, the Foundation program provides a central registration system for listing and identifying stolen ultralights. IATB acts as a central clearinghouse connecting the Federal Aviation Administration with local law enforcement agencies and insurance companies across the country.

"Ultralights which occasionally appeared on the Federal Bureau of Investigation's National Crime Information Center (NCIC) report, lacked a method for identifying the machine, so we could not list it in our quarterly Alert Bulletin," Collins explained.

"Ultralights registered with the Foundation, however, can count on making the Bulletin because we can tap the AOPA ASF records for critical information," Collins added.

AOPA ASF Ultralight Programs Director John Ballantyne applauded IATB's effort to find a method for listing stolen ultralights reported by local authorities to the FBI.

"The Foundation's Vehicle Registra-

tion Program provides a central point to obtain needed information," Ballantyne explained.

"The program is proving itself by satisfying many state governments' concerns about ultralight registration, while contributing to the peace of mind of the owners and insurance companies covering the craft," he concluded.

Insurance companies writing hull damage and theft policies for ultralights often require documented registration before writing a policy. Some of these same insurers actively support IATB anti-theft efforts, as well as utilizing the Theft Bureau's central data system for cross-checking recovered goods.

Now, with the use of the AOPA Air Safety Foundation Ultralight Registration system, the same deterrent force which battles other aviation thefts also combats ultralight thefts and will contribute to their recovery and identification.

Registration with the Foundation costs \$15 for two years, renewable upon expiration or transfer of ownership to remain current, Ballantyne added.

Stolen machines listed in IATB's Alert remain on the list until recovered or dropped from the NCIC report. Collins explained, "Since virtually every law enforcement agency in the country has access to *both* NCIC and Alert lists, ultralight owners now have a real weapon against loss by theft, as well as a higher probability for recovery."✈

## Waiver allows training in 2-place ultralights

**Ultralight pilots will be able to train with an instructor in two-place vehicles** under a waiver granted to the AOPA Air Safety Foundation by the FAA. The exemption from two sections of FAR Part 103 specifically allows flight training for hire in dual-place ultralight vehicles.

Pilots with either a flight or ground instructor certificate from the FAA, and who are certified by the machine's manufacturer as competent instructors in two-place ultralights, are eligible for the Foundation's authorization to participate.



# FAA director says new FSS concept will mean better service, no more waiting

The Director of the FAA's Southern Region told State Aeronautics Commission officials that the FAA's modernization plan would result in more efficient service to flyers even though it involves closing some flight service stations (FSS) and reorganizing the Airport District Offices.

Jonathan Howe, director of the 13-state Southern Region, told state officials that the new system would mean more weather reporting and less waiting for weather briefings and flight plan filings.

"The services to be lost," Howe said, "will be eyeball to eyeball briefings which are labor intensive and not particularly efficient anyway and airport advisories which are limited to what the specialist can see at his particular airport."

"The big advantage," he said, "will be lots more weather reporting made possible with automated weather reporting equipment (AWAS). We will install AWAS systems at least at every FSS location," he said.

Howe also said the new FSS facility would have separate lines for weather reporting and flight plan filing. He said the weather lines could be accessed by a home computer, a factor which will take a big load off the briefer.

The plan calls for the FAA to dismantle more than 250 Flight Service Stations nationwide and consolidate those operations into 61 automated FSS facilities. In South Carolina, the stations in Florence, Greer, Charleston, Myrtle Beach and Anderson will be consolidated into one automated facility at a location that is yet to be announced.

The completion date of the FSS modernization depends on the delivery and installation of the so-

called model 2 computers at each automated FSS. Howe said the change in South Carolina should be completed in the "last part of 1985 or early 1986."

The FAA is also planning to consolidate its network of Flight Standards Offices around the country. There are 14 such offices in the Southern Region, one in South Carolina. Under the plan, the South Carolina office, as well as the offices in Birmingham, and Jacksonville will become satellites of the Atlanta office.

Howe, however, assured state officials that the change in status would not diminish the offices' role.

"We will have a full operating office here in Columbia," he said. "No reduction in force is planned. It will be open to the public and will maintain contact with the public as before. We will also have an accident prevention specialist (APS) there. We will have everything, in fact, except a manager."

The office's present manager, John Cureton, is planning to retire from federal service, probably in 1984. The change would become effective on his retirement.

The day to day operations of the inspectors and the APS in Columbia will be directed by managers in Atlanta. Howe said he foresaw no problems with such long distance management. In fact, he said it would give the managers in the hub office more flexibility to move people around to trouble spots.

"Our managers will be people managers now, instead of going out and doing technical work," he said.

Charlie Hutner said that centralizing the management of the various offices was an effort to make the flight standards operation more efficient in the



Jonathan Howe

face of a growing industry.

"We're talking about changing the flight standards office from a one-on-one type of operation to a quality control operation," Hutner said.

However, state Aeronautics Commission Director John Hamilton expressed concern that the satellite office wouldn't be as responsive to state needs as an independent, autonomous office would be. He said it is a lot easier to communicate face-to-face with somebody across a desk than it is to try to convey ideas over a telephone line to an often unfamiliar voice in Atlanta. ➔

***"the services to be lost will be eyeball to eyeball briefings which are labor intensive and not particularly efficient anyway . . ."***

## Breakfast Club

- |                |  |
|----------------|--|
| <b>Oct. 16</b> | Camden (in conjunction with annual EAA fall fly-in.)         |
| <b>Oct. 23</b> | Orangeburg Airport (annual meeting and election of officers) |
| <b>Nov. 6</b>  | Huggins Airport, Timmonsville                                |
| <b>Nov. 20</b> | Anderson County Airport, Anderson                            |
| <b>Dec. 4</b>  | Aiken Municipal Airport, Aiken                               |
| <b>Dec. 18</b> | Sumter Municipal Airport, Sumter                             |





## Williamsburg Development Board finds good home in terminal

Williamsburg County is making good use of its airport terminal building as headquarters of the county development board.

The attractive, brick building was completed in April, 1982 and, except for an abortive FBO effort that lasted six months, the building has been

unoccupied.

Since there is not enough business to attract and keep a full time FBO, the development board rightly felt it would be a good place for its offices.

Ralph Strong, executive director of the development board has also been designated airport manager by the county airport commission and he finds wearing those two hats go hand in glove.

"Ninety percent of the people I deal with come here anyway," he said. "I would be picking them up and dropping them off here anyway."

Strong is no stranger to airports either. He is a commercial, instrument rated pilot and an instrument flight instructor. He is presently working on his ATP rating. Strong is working on getting some fuel at the airport and plans to give some flight instruction in a Cessna 172.

Right now the office is inhabited by Strong and his secretary, Jean Matthews. If you call in on the Unicom, it is probably she that will answer you with an airport advisory.

The 1,500 square foot building contains a conference room, a lounge and waiting area, classroom, and office and rest rooms. The building cost \$126,000 and was funded entirely with state and county funds, \$63,000 each. ✈



**Ralph Strong**

## Kingstree Airshow set Oct. 15

An airshow will be held Saturday, October 15 at the Kingstree Airport in conjunction with the town's "Old Fashioned Days Festival."

Acts include Kim Pearson of Sumter in a Pitts special; Bobby Jonte flying a World War II trainer and Henry Haddock with an agricultural flying demonstration. There will also be skydiving demonstration by a paraglide team from Charleston.

Those planning to fly to the airport for the show, should plan to arrive by 12 noon. The show will begin at 1 p.m. Williamsburg County Unicom is 122.7.

The Air show is sponsored by the Kingstree Rotary Club. ✈

## Ag operators to hold meet in Reno

The nation's ag aviators will be temporarily grounded late this year as they touch down in Reno to attend their 17th annual convention.

Under the banner, "Wings of Change," the program will give them a close look at new developments in business operation, flight safety and new products.

Keith Kuechmann, program chairman, said the convention will be Dec. 5-8 at the MGM Grand Hotel at Reno. The Reno move follows several years at Las Vegas.

NAAA's industry exposition will be at the Reno Convention Center. Between 150 and 200 companies will show off their latest products and services.

Agricultural aviators wanting more information about the convention or companies interested in booth space should contact Marilyn McKinnis, Convention Coordinator, at the National Agricultural Aviation Association, Suite 103, 115 D St., S.E., Washington, D.C. 20003, - 202-546-5722. ✈



# Kingston to host balloon, ultralight competition

Kinston, NC, will host the 1st Annual East Carolina Hot-Air Balloon Race and Ultralight Competition October 21-23. Sponsored by the National Balloon Racing Association and Kitty Hawk Kites, the event is expected to draw 50 balloons, 25 ultralights, and 20,000-30,000 spectators.

Ultralight pilots with a minimum of 15 hours flying time are eligible to compete for the \$5,000 purse.

Competition will begin on Friday, October 21, with a baggie drop from 100 feet to a target X. Pole positions (order of run) will be determined for the main event on Saturday by measuring the distance of each drop from the center.

On Saturday, each pilot will be allowed one run in order of their pole position determined on Friday. The drop will be from 100 feet. The first pilot to hit a 3 foot target circle will win the \$5,000 cash prize. Trophies will be awarded to the three ultralight pilots who come closest to the target.

If the competition has been completed on schedule, Sunday's activities will consist of fun flying. If weather prevents competition on Friday or Saturday, the competition will be completed on Sunday.

Display space (20x30' booths with electricity and water) will be available for the three-day event. Any pilot or dealer who wishes to promote ultralight training and sales can rent a booth for \$300.

Ultralight pilots interested in competing must register by October 1. The registration fee is \$50. For more information, contact Katherine Martin, Kitty Hawk Kites, PO Box 340, Nags Head, NC 27959. (919) 441-6094.

## Cheraw looking for FBO

The town of Cheraw is searching for a fixed base operator (FBO) for the Cheraw Municipal Airport.

The person should possess a Commercial pilot certificate with multi-engine and instrument ratings and should be a certified flight instructor.

Interested persons should send their resumes to J. William Taylor, Cheraw Town Administrator at the following address:

FBO Search, P.O. Box 111,  
Cheraw, SC 29520.✈

## Myrtle Beach AFB to host civil fly-in October 22

A civilian fly-in will be held at Myrtle Beach Air Force base October 22 in support of the Air Force mid-air collision avoidance program and to educate the general aviation pilots on A-10 close air support aircraft operations during the annual Thunderhog exercise in November.

Pilots interested in attending the event should land at the airfield between 8:30 and 11 a.m. The program will include military aircraft on static display; tour of the RAPCON, control tower and the new A-10 flight simulator. There will also be a pay-as-you-go luncheon at the officers' club, a short film entitled "A-10 NATO," and a slide show on the upcoming Thunderhog exercise.

If you plan to attend the event, clip the notice below and mail to: 354TFW/DOTS, Myrtle Beach AFB, SC 29579. For more information contact Capt. Pete Marks at 803/238-7080.✈

### ULTRALIGHT SCHEDULE

#### Friday, October 21

8:00 AM **Deadline for signing in**

9:30 AM **Preliminary Baggie Drop**

#### Saturday, October 22

9:30 AM **\$5,000 Baggie Drop Competition**

#### Sunday, October 23

9:30 **Fun flying (Rain Date)**

### *I will attend the civil fly-in October 22*

My aircraft number is \_\_\_\_\_

I will/will not require fuel.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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### **Canadians enjoy aerial tour of city**

*Five cadets from the Air Cadet League of Canada enjoyed a helicopter ride over Columbia this summer during their visit to the Palmetto State. The cadets spent 10 days in the state as part of the International Air Cadet Exchange Program. The S.C. Civil Air Patrol wing was host to the cadets during their visit. (Aeronautics Commission Photo)*

## **Blue Ridge Ninety-Nines plan proficiency rally**

The Blue Ridge Chapter of the Ninety-Nines, Inc. will hold its third annual pilot proficiency run Saturday, October 22.

The "Autumn Gold Air Rally" will consist of a 100+ NM, three-leg cross country beginning at Asheville, NC. Part of the route will be through upper South Carolina. The exact course will be announced at a briefing the

night before the race.

The rally is open to all pilots, male and female 16 years old or older, flying any type stock aircraft, single or twin. The entry fee is \$25.

For an entry kit, send \$3 to Louise White, P.O. Box 625, Fletcher, NC 28732 or call 704/684-7220.

Pilots planning to participate in the rally are asked to make their own reservations at the Days Inn, Rt. 2, Box 273, Fletcher, NC 28732 or call 704/684-2281. Those planning to participate are advised to make reservations early since this is the time of the year that many people come to view the fall color.

Registration and impounding of planes will begin at 1 p.m. Friday, October 21. A pilot briefing will be held that evening at 8 p.m. The rally will begin the next morning at 9 a.m. Saturday evening at 7 p.m. awards will be given at the "Pig Picking Cookout" awards festival. ➔

## **EAA fly-in Oct. 14-16 at Camden**

Aircraft of all kinds - including war-birds, antiques, classics and experimentals--will converge on Camden Airport October 14, 15 and 16 for the Seventh Annual EAA Chapter 3 Fly-In.

Chapter 3 includes North and South Carolina and Virginia. Also participating in the three-day event will be the OX-5 Club and the Camden Antique Car Club.

Airport manager and fly-in organizer Bill Hawkins said he expects 400 airplanes this year. He urged those coming to make motel reservations as soon as possible. Headquarters for the event will be the Holiday Inn in Camden.

Friday, October 14, there will be a barbecue on the field from 5 to 6 p.m. Transportation to local motels will be provided. Beginning at 8 p.m. classic movies from the World War II era will be shown at the Holiday Inn.

Saturday, aircraft and antique cars will be on display on the field. Oshkosh type judging will take place at 2 p.m. Food will be provided on the field by the Wateree Baptist Church.

A banquet will be held Saturday evening at the Shrine Club beginning at 8 p.m. More movies will follow. Saturday morning, breakfast will be cooked by EAA Chapter 242.

A temporary tower will be set up. Incoming aircraft should call in on 122.8 MHz. ➔

## **Parachutes made for ultralights**

So far, eight different manufacturers reportedly are making big parachutes designed to lower entire ultralight aircraft, pilot and all, safely to the ground in case of a structural failure or engine stoppage. Most will be deployed by hand, but some will be launched "ballistically." The only catch is that the emergency chute is not steerable. ➔

## **Bomb groups seek personnel**

The 461st and 484th Bomb Groups are seeking former personnel who served with these two groups in Italy during WWII 1944-45, to advise them of the 1984 reunion now being planned.

Please contact: Bill Harrison, 6681 N.W. 6th Ct., Margate, Florida 33063.



# Airports Conference

Continued from p.1

any FSS closures before December 1, 1983 and requires the FAA to present a detailed, "site-specific and time-phased plan" for all FSS closures or consolidations."

Howe said the automated facilities would provide better service, more weather reporting and eliminate waiting to file flight plans.

In South Carolina, the five present FSS would be combined into one automated facility at a location that is yet to be announced.

Howe said the "proposed selection" for South Carolina is on the administrator's desk and "would have been released but for the recent hold we were put on."

He said the location would be announced "fairly soon" after the congressional freeze comes off.

Following Howe's briefing, two attorneys discussed the problem of airport liability.

Victor S. Evans and George Kosko told attendees they could no longer depend on the principal of sovereign immunity to protect airports from suit.

Evans, former deputy attorney general and now counsel for the Highway Department and the Aeronautics Commission, said sovereign immunity "is going out by judicial decree if the legislature, in the next session, doesn't act."

Kosko, a Columbia attorney specializing in private practice, agreed.

"Anyone who believes that sovereign immunity is going to give you protection will also believe in the tooth fairy and Santa Claus".

He suggested that airport owners get an aviation insurance agent to take a look at the airport and suggest "a maximum amount of coverage for your operation."

But he warned that the amount necessary for adequate protection may be sizeable.

"A 100,000 liability policy will barely pay the legal fees to defend some of these cases now," he said.

In a commuter crash that occurred in Greenville, he noted, \$387,000 was spent just in the investigation of what caused the crash before the first



*South Carolina Aeronautics Commission Director John W. Hamilton right, and FAA Atlanta Airports District Office assistant Manager Bob Harris discuss funding for airport development in South Carolina during the Sixth Annual S.C. Airports Conference held last month at Myrtle Beach.*

dollar of settlement payment was made.

"That'll give you an idea how expensive this proposition is," he said.

"Don't stop at \$100,000 — don't stop at a million. A million won't get you anywhere, it's just commonplace anymore. You'll be looking at \$5 to \$10 million."

Next on the agenda was John Rice, a civil engineer with the FAA in Washington. Rice spoke on non-destructive pavement testing. He gave examples and showed slides of machinery used to test the strength of asphalt pavement without drilling core samples.

Also on the agenda Thursday morning was Roy Muth and Vic Powell who discussed the increasingly popular ultralight movement.

Muth, president and chief executive officer of the Powered Ultralight Manufacturers Association (PUMA) discussed efforts within the industry to develop airworthiness standards as part of its goal of self regulation.

Muth said he sees PUMA's role in the ultralight community as "providing programs that will insure a minimum of regulation and a maximum of safety."

"When I say that the industry

*Continued, back page*

## Get delegation to push for bond requests

Continued from p. 1

tion because it is the squeaky wheel that gets the grease."

Hamilton said the airports will be in competition with the University of South Carolina, Clemson University and 38 other agencies for capital bond money this year.

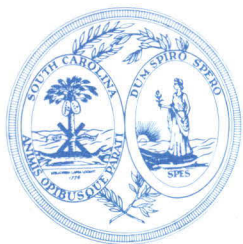
"The bottom line is: get your local delegation to help you push your request through."

Bob Harris, assistant manager of the FAA Atlanta Airports District Office, advised anyone who is planning to apply for federal funds during fiscal 1984 to get their requests in early.

He said he and John Hamilton will meet soon to put requests in priority order so the most needed can be funded first.

The 1984 federal fiscal year began October 1. Some \$800 million has been appropriated by the Congress during 1984 for airport improvements nationwide. ➔





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## Sixth S.C. Airports Conference a success

*Continued from page 7*

should be unregulated, I don't mean it should be undisciplined. I think there is a great deal of difference and I think PUMA can provide some help in bringing a certain amount of discipline to our sport.

"We must avoid the kinds of situation that would dictate government intervention," he said.

Powell, senior vice president for special projects at AOPA, is head of the association's ultralight division. He discussed the evolution of ultralights from hang gliders to their present form and the pilot and vehicle registration systems being offered to ultralight pilots by the AOPA.

Powell pointed out that ultralight owners can request and receive FAA registration numbers through the AOPA Air Safety Foundation for their

aircraft. Powell said the craft so registered are easier to insure since the two companies which write ultralight insurance both recognize the program and one, AVEMCO, will not write any coverage unless the ultralight is registered.

Similarly, the pilot registration program allows ultralight pilots to demonstrate proficiency and also increase their insurability, Powell said.

"AVEMCO has said they will issue liability insurance to a person who has gone through this program. They will not issue liability insurance to a person who has not," Powell said.

Friday morning, the session began with a talk by Colin Harris, a civil engineer and advisor to Sloan Construction Co. on airfield resurfacing.

Harris discussed airport surface

recycling using the Wirtgen Remixer-Repaver, a machine developed by a West German manufacturer of road recycling machines.

Sloan Construction recently completed resurfacing the Aiken Airport using this technique. The equipment heats the existing asphalt, mills the upper inch of material off the surface, adds fresh materials to improve the old material, mixes them together and lays the recycled mixture--all in a single pass at 15 feet a minute.

The conference concluded Friday morning with discussion on airport development by S.C. Aeronautics Commission Director John Hamilton and FAA Airports District Office Assistant Manager Bob Harris. (See story, p 1) ➔

**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.**